

**Amendments to the Specification:**

Please replace the paragraph beginning on page 5, line 2, with the following paragraph:

In the following, an embodiment of a vehicle having a pedal arrangement according to the present invention will be described in detail. With reference to Fig. 1, there is shown a partial perspective view of a vehicle, generally indicated by reference numeral 20, including a brake pedal arrangement 1, which according to said embodiment is arranged in a conventional manner in the lower, front section of a motor vehicle's passenger compartment. The brake pedal arrangement 1 comprises a brake pedal arm 2 which is pivotally arranged about a pivot axis 3. Also, the lower part of the brake pedal arm 2 carries a pedal plate 4. The pivot axis 3 is defined by means of a tubular part 5 provided in the upper part of the brake pedal arm 2, which tubular part 5 forms a shaft which is supported in a first pedal bracket 6 and a second pedal bracket 7 for allowing the pivotal movement of the brake pedal arm 2. Said brackets 6, 7 are arranged on each side of the brake pedal arm 2. In particular, the first pedal bracket 6 is provided with a first bracket hole 8 and the second pedal bracket 7 is provided with a second bracket hole (not shown) in which the tubular part 5 is mounted.

Please replace the paragraph beginning on page 5, line 30, with the following paragraph:

According to the embodiment, the invention is intended to be used in a vehicle having a so-called cross tube 13, which is a rigid, structural beam structure which extends between the side sections of the vehicle, more precisely between its so-called A-pillars 18 (not shown). In most of today's cars, the A-pillars are normally defined on each side of the vehicle in the area in which the left and right front doors of the vehicle are mounted. The cross tube 13 consequently extends in a direction which is generally transverse to the longitudinal direction of the vehicle. The A-pillar 18 adjacent the left front door is shown in Fig. 1, while the A-pillar 18 adjacent the right front door is shown in Figs. 2A-C.

Please replace the paragraph beginning on page 6, line 8, with the following paragraph:

Due to the fact that the cross tube 13 is rigid, it can be used as a structural beam structure which, together with the A-pillars 18 and the remaining parts of the vehicle chassis, forms a closed support structure which provides a high degree of rigidity and stability to the vehicle.

Such an arrangement is previously known from the patent document US 2002/0093221 A1. Also, the cross tube 13 is preferably used as a support for various components related to the dashboard and the steering column of the vehicle. For example, a steering column may be arranged so that it rests upon the cross tube 13. It should be noted that the cross tube 13 should be positioned at a relatively low height above the floor of the vehicle. In contrast to the arrangement with the cross tube 13 shown in Fig. 1, previously known transversal cross tubes in today's cars are normally arranged at a relatively high level above the vehicle floor. Such a mounting of the cross tube also allows mounting of dashboard components and a steering column, but in a manner so that for example the steering column hangs down from the cross tube, by means of a suitable mounting device.

Please replace the paragraph beginning on page 6, line 7, with the following paragraph:

Due to the fact that the cross tube 13 is rigid, it can be used as a structural beam structure which, together with the A-pillar and the remaining parts of the vehicle chassis, forms a closed support structure which provides a high degree of rigidity and stability to the vehicle. Such an arrangement is previously known from the patent document US ~~2002/0093221~~ A16,705,670 B1. Also, the cross tube 13 is preferably used as a support for various components related to the dashboard and the steering column of the vehicle. For example, a steering column may be arranged so that it rests upon the cross tube 13. It should be noted that the cross tube 13 should be positioned at a relatively low height above the floor of the vehicle. In contrast to the arrangement with the cross tube 13 shown in Fig. 1, previously known transversal cross tubes in today's cars are normally arranged at a relatively high level above the vehicle floor. Such a mounting of the cross tube also allows mounting of dashboard components and a steering column, but in a manner so that for example the steering column hangs down from the cross tube, by means of a suitable mounting device.

Please replace the paragraph beginning on page 6, line 24, with the following paragraph:

The present invention relies on the insight that a vehicle chassis structure including two A-pillars 18 which are mechanically connected by means of the low-level cross tube 13 can be made to cooperate with a brake pedal arrangement 1 such as that shown in Fig. 1. This will be described in greater detail below.

Please replace the paragraph beginning on page 8, line 28, with the following paragraph:

In the event of a frontal collision, it can be expected that the front section of the vehicle will be deformed and forced backward, i.e. in a direction towards the driver of the vehicle. This means that the firewall 9 will move with reference to the position of the two A-pillars 18 (~~not shown~~) on each side of the vehicle. It has been noted that during a frontal collision of a car of conventional type, the positions of the A-pillars 18 are normally not affected to a very high degree. Due to the fact that the cross tube 13 is mechanically coupled to the A-pillars 18, the cross tube 13 will consequently remain at a generally unchanged position when the firewall 9 moves a certain distance backward, i.e. toward the position of the A-pillars 18 and the cross tube 13. This is indicated in Fig. 2B.

Please replace the Abstract of the Disclosure on page 15 with the following paragraph:

A vehicle having a pedal arrangement (1) for a vehicle, comprising a pedal arm (2) being pivotally arranged in a pedal bracket structure (6, 7) which defines a pivot axis (3) for said the pedal arm (2) and which is adapted to be fixedly mounted in said the vehicle, and a stop element (14) mounted on said the pedal arm (2) so that it faces the rear direction of said the vehicle. The stop element (14) is mounted on the pedal arm (2) at a position chosen so that, in the event of a collision, said the stop element (14) comes into contact with an existing beam structure (13) extending generally transversally in said the vehicle between two A-pillars (18) positioned adjacent opposite sides of the vehicle. The invention also relates to a vehicle comprising a pedal arrangement (1) of the above-mentioned type. By means of the invention, an improved This pedal arrangement is provided, which reduces the risk for injury to the driver's feet.